Inhuman behaviour of RPF Personnel

1833. SHRI T.S. BAJWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of Government has been drawn to the news-item "RPF men push boy out of train" published in the Indian Express dated the 8th January, 2003;

(b) if so, the details thereof; and

(c) what action has been taken against the erring RPF personnel?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) On 6.1.2003 at about 19.10 hrs. when train No. 166 Hyderabad-Warangal passenger stopped at Cheiiapalli Railway Station, one boy aged about 15 years unauthorisedly hawking in the train got down from one of the coaches to board the other coach. When the RPF staff on duty tried to apprehend the boy for unauthorised hawking, he rushed to board the running train. Despite the warnings from RPF staff not to board the running train, the boy attempted to board the train and he lost his balance and fell in between the platform and moving train.

(c) Two RPF staff have been placed under suspension for not taking adequate precautions to apprehend the boy. In this connection, a case was registered by GRPs/Secunderabad *videCr.* No.7/2003 U/S 338 IPC against RPF staff. Later on, when the boy succumbed to his injuries in the hospital on the same night, the police has converted FIR from Section 338 IPC to 304 (a) IPC.

Purchase of diesel locomotives from General Motors

1834. SHRI K.B. KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether new diesel locomotives were purchased from General Motors of US alongwith technology transfer at a cost of Rs. 1100 crores for use on Pune-Guntakal-Renigunta route;

(b) whether after the purchase, the proposal for electrification of

this route was considered against technical objections from the Railway Board;

(c) if so, the details of objections raised against electrification on this single-line route; and

(d) whether the diesel locos puchased from GM are presently used for Iron Ore hauling from Hospet to Renigunta?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) 31 diesel locomotives were imported from M/s General Motors Corporation/USA at a total landed cost of Rs. 498 crores (approx.) with simultaneous transfer of technology (ToT) for their indigenous manufacture at DLW at a cost of US$ 19 million. These locomotives are versatile and can be depolyed on any section on Indian Railways. Pune-Guntakal-Renigunta is one of the nominated sections for running these locomotives.

(b) and (c) The electrification of Renigunta to Guntakal section is already sanctioned and the work is in progress on Renigunta-Nandalur section. The proposal for electrification of Pune-Guntakal is presently under process and final decision is yet to be taken.

(d) Yes, Sir. These locomotive are presently based for maintenance in Hubli Diesel shed. They are, therefore, deployed for hauling both freight and express trains on sections around the Hubli shed including the Hospet-Renigunta section.

Extension of platforms in Karnataka

1835. SHRI K.B. KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken up extention of platforms at various railway stations in Karnataka;

(b) if so, the railway stations selected during 2002-03 in Karnataka for this purpose; and

(c) the amount proposed to be spent for this purpose during 2002-03 in Karnataka?